

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

- 9 October 20 - Navy Club Lunch – Remuera Club (tbc)
- 16 October 20 – Ngapona Assn Lunch at Glen Eden RSA (tbc)
- 16 October 20 – Trafalgar Day Lunch at Te Atatu RSA (tbc)

Hi Folks

COVID-19

Please keep a close eye on your calendar. Due to Covid-19 many previously advertised events have had to be cancelled.

FROM THE SICKBAY

Mike Dinwiddie is in Ward 10 Room E, North Shore Hospital. if you go to see him please ring him first 027 307 9670 as he has to put your name on his Authorised Visitor List. He is chirpy but quite hard to understand due to his throat condition. He would appreciate a visit if you are in the area.

CORRECTION TO LAST WEEK'S NEWSLETTER

In the ship of the week it stated that LTCDR B. E Turner as the only RNZN officer to be awarded the US Legion of Merit. In fact, RADM Jack Steer was more recently also awarded this honour, citation as follows:

The President of the United States of America, authorized by Act of Congress, July 20, 1942, has awarded the Legion of Merit (Degree of Commander) to
REAR ADMIRAL JACK RAYMOND STEER, RNZN

For exceptionally meritorious service as Chief of Navy, Royal New Zealand Navy from December 2012 to November 2015. Rear Admiral Steer displayed strong leadership, exceptional vision and guidance. He led the Royal New Zealand Navy in overcoming increasingly complex maritime challenges in the South Pacific and beyond, to include supporting multi-lateral and interagency PACIFIC PARTNERSHIP planning and missions during all phases of this naval operation between 2013 and 2015. Rear Admiral Steer contributed to maritime efforts by deploying forces to Combined Task Force 150 and Combined Task Force 151 from August to December 2014 and contributing ships during two separate deployments. In addition, he was instrumental in enhancing intelligence and information sharing between the United States and the Royal New Zealand Navy by providing insights into his Navy's

extensive interaction with the Peoples' Liberation Army (Navy), facilitating a greater understanding of the Chinese perspective on disputes in Northeast Asia and the South China Sea. The superior effort, outstanding leadership, and personal initiative displayed by Rear Admiral Steer reflect great credit upon himself, the Royal New Zealand Navy, and his country.



MARITIME SOCIETIES ANNUAL DINNER

Maritime Societies Annual Dinner is scheduled for Friday 4th December this year. Bookings are being received, but payment will not be requested until early November for obvious reasons.

Please book in the meantime to assist with seating and other arrangements.

Guest of Honour this year is Captain Simon Rooke.

(See attached flyer)

TO WRITE ONES MEMOIRS – FROM JACK DONNELLY

“Do it now, because sometimes ‘later’ means ‘never.’”

I recently received an email from Michael John Catlow, NZ 15983, who joined in 1957 as the class of 39th Seaman Boys. Mike had attached a brief anecdote of his time on the ‘Rock’ I was just ‘blown away by his wonderful story, accuracy and attention to detail about the 12 months he spent on the island. He wanted other matelots opinions on his story so that he could move forward and continue to add this part of his life to his memoirs he is writing.

Mike is requesting for other matelots to think about writing their autobiographies before the memory fades and the fact that we are in the twilight of our years. Many of our tipuna (ancestors) and mates have gone to their grave and taken their life stories with them. This is the ideal time to start while we are in the Covid 19 period and in particular if you have retired.

The hardest thing to do is to write the first paragraph, after that your memories will come flooding back and it will just flow. Remember, this is your life that you are writing about, you don't need to research any of it as it has been locked away in your mind just waiting to be unfurled.

I wrote my book in three stages, (1) – My life growing up (2) – My life in the Navy (3) – My life after the Navy. A good technique is to have a pen & pad nearby and as you remember things just jot them down, then dedicate 2 hours a day to writing your memoirs. It took me seven months to write mine.

Matelots have lived a very unique and incomparable life to their civilian counterparts. Sprinkled with separation, sadness, joy, seeing the world, sailing the seven seas and the fact of having to live two lives at times is worth sharing with your loved ones. In time it will become a family heirloom that can be passed down from family generation to generation. When I wrote mine most of my whanau did not know what I had done in the Navy and now they treasure my book. I had 'hard copies' done for each one of my immediate family. Others could access it via the internet. If just one matelot takes up this challenge then my message to you all would have been a success. God Bless, Nga Mihi, GJ Jack.

WWI ANCESTRY LINK

This is a useful link if you are researching family members during World War One.

<https://archives.govt.nz/search-the-archive/researching/research-guides/war/world-war-one-1914-1918>

LIVESTOCK SHIP MISSING

The search for crew of a missing livestock ship, *Gulf Livestock 1*, believed to have capsized off the coast of Japan has been temporarily called off. The search has been halted because of Typhoon Haishen, according to the Philippine government. Two New Zealanders were on the ship, which left Napier in mid-August, headed for China's eastern coast with 43 crew and 5800 cows on board. Three crew members have now been recovered after the apparent sinking, however only two have survived. The total crew included 39 from the Philippines, two from New Zealand and two from Australia. Rescuers have found traces of fuel on the surface of the sea in the area, a sign of the ship's submersion. Rescuers also spotted dozens of cow carcasses floating in the area, as well as a life jacket.



FIRE ABOARD VLCC NEW DIAMOND

Naval ships and airplanes from India, Sri Lanka and Russia continue to douse the blaze on the fully laden *NEW DIAMOND* VLCC as sad news from Sri Lanka emerges that one Filipino crewmember died from the inferno. Fearing the worst, authorities are now attempting to tow the ship away from the Sri Lankan coastline to deeper waters. The fire, which erupted from a boiler in the engine room of the Panamanian-flagged New Shipping tanker in the early hours of Thursday morning, saw all the crew evacuate. As well as one crewmember dying from the initial explosion, another seafarer has suffered burns and was helicoptered to a hospital. The ship was en route from Kuwait to Paradip on charter to Indian Oil Corp when the accident happened to the southeast of Sri Lanka.

The fire did spread to the 20-year-old vessel's superstructure but as of midday local time it had yet to move to the ship's cargo holds. However, a 2m long crack has been observed above the waterline on the port aft of the ship. A delicate towing operation is now underway even as the ship continues to burn. Initially, the ship was stranded 38 km east of the Sri Lankan town of Thirukovil, but drifted within 25 km of the coast after being abandoned. Authorities are now towing it eastward, away from the coast. The ship is carrying 270,000 tonnes of crude oil for processing at IOC's refinery on the east coast of India.



BOW SECTION OF WAKASHIO DELIBERATELY SUNK

It is now 30 days since the Panama-flagged, Japanese-owned vessel, hit the pristine coral reefs of Mauritius amid a network of national parks after carrying an almost full

tank of over 1 million gallons of heavy engine oil. In the subsequent efforts to clean up the spill, the vessel split in two and the oil slick spread to ten times its original size within 5 days, spreading 14 miles North along the coast given the strong winds in that location. On Friday 21 August, the UN satellites revealed that over 30km of Mauritius' beaches, mangroves and coastlines were 'heavily impacted.'

On Monday 24 August 2020, the front section of the 300-meter-long iron-ore transporter, the WAKASHIO, was deliberately sunk, as dramatic video was released of the sinking with cheering heard in the background. This follows a month of the ship being grounded on the reefs of Mauritius and the vessel splitting in two on 15 August. Despite an operation to tow the front half of the vessel since half past midnight on Wednesday 19 August, 10 days later (29 August), there has still been no public disclosure of the location of the deliberate sinking of the WAKASHIO (although satellites have been able to ascertain the direction of travel).

One of the risks of sinking a vessel without fully understanding all the components that went into the construction of the vessel is the risk over many decades as the outer layers start to disintegrate. In the tropical reefs of the Pacific Ocean just South of Hawaii, many wrecks had to be removed at significant cost decades after being sunk due to the contamination caused to local marine habitats. Those were vessels one-tenth the size of the WAKASHIO, and there has still been no public release of this information from local authorities or the owners of the WAKASHIO, even though this information should have been available at a click of a button from the shipbuilder, Universal Shipping of Kawasaki in Japan.



RIMPAC

This year's version of the RIMPAC naval exercise off the coast of Hawaii ended with a bang this weekend as the old Navy cargo ship USS *Durham* was sunk by a missile barrage from various ships participating in the international exercise.

On Saturday, the ship received a barrage of missiles and ordnance fired from ships from the U.S, Australia, Brunei and Canada. The *Durham* was struck by Harpoon missiles, Exocet missiles, Hellfire missiles and rounds fired by five-inch guns. The ship finally sank shortly after midnight on Sunday, said Cmdr. John Fage, a spokesman for the Navy's 3rd Fleet.

The exercise was scaled back significantly because of the coronavirus pandemic but U.S. Navy officials said it still provided valuable experience in working with other Pacific Rim countries.



SHIP OF THE WEEK – ROTOITI (P3569) 1975

HMNZS *Rotoiti* (1975) was a Lake class inshore patrol vessel of the Royal New Zealand Navy. It was commissioned in 1975 with pennant number P3569 and deleted in 1991. *Rotoiti* was one of three ships of this name to serve in the Royal New Zealand Navy and is named after Lake Rotoiti. The Lake class patrol vessel was a class of patrol vessels built in 1974 for the Royal New Zealand Navy by the British boat builders Brooke Marine.



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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